RAJYA SABHA

Thursday, the 22nd December, 2005/1 Pausa, 1927(Saka)

The House met at eleven of the clock,

MR. CHAIRMAN in the Chair.

ANNOUNCEMENT BY THE CHAIR

MR. CHAIRMAN: Hon. Members would be happy to know that India ssed another milestone in its space endeavour through the successful nch of INSAT-4 A satellite in the early hours of today morning from ourou', French Guiana. The first of the 4th Generation communication oadcasting satellite INSAT-4A is the heaviest built by ISRO so far expected to considerably enhance the broadcasting capabilities in untry, ular ly Direct-to-Home transmissions. I am sure all hon. of th gust House will join me wishing full success to ISRO in alising the satellite soon.

ORAL ANSWERS TO QUESTIONS

दुर्घटनाग्रस्त व्यक्तियों का उपचार

1. **श्री पी॰ के॰ माहेश्वरी:** क्या पोत परिवहन, सड़क परिवहन और राजमार्ग मंत्री यह बताने करेंगे कि:

(क) क्या सरकार राजमार्गों पर आए दिन होने वाली सड़क दुर्घटनाओं में मरने वाले लोगों को न में रखते हुए घायल व्यक्तियों के उपचार हेतु देश के सभी जिलों में 'सड़क सुरक्षा प्रणाली' की ना लाने पर विचार कर रही है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ग) पिछले पांच वर्षों के दौरान सड़क दुर्घटनाओं में मरने वाले लोगों का राज्य-वार ब्यौरा क्या

पोत परिवहन, सड़क परिवहन और राजमार्ग मंत्री (श्री टी॰ आर॰ बालू): (क) से (ग) एक रण सभा पटल पर रखा जाता है।

विवरण

(क) देश के सभी जिलों में 'सड़क सुरक्षा व्यवस्था' स्कीम लागू करने की कोई योजना नहीं है। दुर्घटना पीड़ित व्यक्तियों को निकटतम चिकित्सा केंद्र तक पहुंचाने की जिम्मेदारी संबंधित राज्य सरकारों/संघ राज्य क्षेत्र प्रशासनों की है। तथापि, केंद्र सरकार दुर्घटना स्थल की सफाई तथा दुर्घटना पीड़ित व्यक्तियों को निकटतम चिकित्सा केंद्र तक पहुंचाने के लिए राष्ट्रीय राजमार्ग दुर्घटना राहत सेवा स्कीम के अंतर्गत राज्यों/संघ राज्य क्षेत्रों/गैर-सरकारी संगठनों को क्रेन और एंबुलेंस प्रदान करती है। 'प्रचालन और अनुरक्षण करार'/ 'निर्माण, प्रचालन और हस्तांतरण करार' के अंतर्गत ऐसे खंडों के लिए जो भारतीय राष्ट्रीय राजमार्ग प्राधिकरण के पास हैं, एंबुलेंस, गश्ती वाहन और क्रेन के लिए प्रावधान किया गया है।

(ख) प्रश्न नहीं उठता।

(ग) 1999 से 2003 की अवधि में सड़क दुर्घटनाओं में मारे गए व्यक्तियों के ब्यौरे विवरण -I में दिए गए हैं।

विवरण-I

भारत में सभी सड़कों पर मारे गए व्यक्तियों की राज्यवार संख्या

राज्य/संघ राज्य क्षेत्र का नाम	1999	2000	2001	2002	2003
आंध्र प्रदेश	9212	7615	8428	7517	9679
अरुणाचल प्रदेश	86	89	71	102	127
असम	980	1032	1021	1023	1122
बिहार	1760	1452	1043	1957	2368
छत्तीसगढ़	म०प्र० में शामिल	1102	1095	1620	1881
गोवा	209	231	234	260	235
गुजरात	5418	5590	4502	5094	5161
हरियाणा	2900	2941	2911	2987	3028
हिमाचल प्रदेश	693	755	756	802	733
जम्मू और कश्मीर	737	729	770	872	836
झारखंड	बिहार में शामिल	1244	1686	1746	1699
कर्नाटक	5794	5655	5805	6366	6195

राज्य/संघ राज्य क्षेत्र का नाम	1999	2000	2001	2002	2003
केरल	2574	2710	2674	2792	2905
मध्य प्रदेश	5627	3810	3865	4141	4523
महाराष्ट्र	9807	9840	9769	9523	9483
मणिपुर	169	131	89	120	127
मेघालय	161	145	174	104	168
मिजोरम	27	62	65	50	76
नागालैंड	47	57	53	44	46
उड़ीसा	1799	1949	1933	2220	2293
पंजाब	2365	2406	2690	2638	2655
राजस्थान	6010	5388	5187	5535	6025
सिक्किम	50	40	50	55	40
तमिलनाडु	9653	9300	9571	9939	9275
त्रिपुरा	159	125	175	157	168
उत्तरांचल	उ०प्र० में शामिल	556	704	705	756
उत्तर प्रदेश	9984	8187	9654	9726	7845
पश्चिम बंगाल	3329	3428	3712	4510	4361
अंडमान निकोबार	19	24	17	21	12
चंडीगढ़	137	126	118	110	134
दादरा व नगर हवेली	36	32	40	32	34
दमन और दीव	18	20	13	18	19
दिल्ली	2040	1989	1842	1696	1801
लक्षद्वीप	कुछ नहीं	कुछ नहीं	1	कुछ नहीं	कुछ नहीं
पांडिचेरी	166	151	170	192	188
जोड़	81966	78911	80888	84674	85998

Treatment of road accident victims

†*421. SHRI P. K. MAHESHWARI: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government are contemplating to bring in a scheme of 'Road Safety System' in all the districts of the country for treatment of the injured persons keeping in view the fact that such persons die in road accidents on highways every now and then;

(b) if so, the details thereof; and

(c) the details of the persons killed in road accidents during the last five years, State-wise?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) to (c) A Statement is laid on the Table of the House.

Statement

(a) There is no plan to bringing a scheme of "Road Safety System" in all the districts of the country. Evacuation of victims of accident to the nearest medical aid centre is the primary responsibility of the concerned State Governments/Union Territory Administrations. However, Central Government provides cranes and ambulances under the National Highway Accident Relief Service Scheme to States/Union Territories/ Non-Governmental Organizations for clearing accident sites and evacuating victims of accidents to the nearest medical aid centres. For the stretches with National Highways Authority of India under 'Operation and Maintenance Contract'/'Build, Operate and Transfer Contract', provision for ambulance, patrol vehicle and crane has been made.

(b) Does not arise.

(c) The details of the persons killed in road accidents during the period 1999 to 2003, are given in the Statement-I.

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†Original notice of the question was received in Hindi.

Statement-I

State-wise number of Persons killed in India on all roads

All India/States/UTs.	1999	2000	2001	2002	2003
Andhra Pradesh	9212	7615	8428	7517	9679
Arunachal Pradesh	86	89	71	102	127
Assam	980	1032	1021	1023	1122
Bihar	1760	1452	1043	1957	2368
Chhattisgarh	Included in M.P.	1102	1095	1620	1881
Goa	209	231	234	260	235
Gujarat	5418	5590	4502	5094	5161
Haryana	2900	2941	2911	2987	3028
Himachal Pradesh	693	755	756	802	733
Jammu & Kashmir	737	729	770	872	836
Jharkhand	Included in Bihar	1244	1686	1746	1699
Karnataka	5794	5655	5805	6366	6195
Kerala	2574	2710	2674	2792	2905
Madhya Pradesh	5627	3810	3865	4141	4523
Maharashtra	9807	9840	9769	9523	9483
Manipur	169	131	89	120	127
Meghalaya	161	145	174	104	168
Mizoram	27	62	65	50	76
Nagaland	47	57	53	44	46
Orissa	1799	1949	1933	2220	2293
Punjab	2365	2406	2690	2638	2655
Rajasthan	6010	5388	5187	5535	6025
Sikkim	50	40	50	55	40
Tamil Nadu	9653	9300	9571	9939	9275
Tripura	159	125	175	157	168
Uttaranchal	Included in U.P.	556	704	705	756
Uttar Pradesh	9984	8187	9654	9726	7845

All India/States/UTs.	1999	2000	2001	2002	2003
West Bengal	3329	3428	3712	4510	4361
A & N Islands	19	24	17	21	12
Chandigarh	137	126	118	110	134
D & N Haveli	36	32	40	32	34
Daman & Diu	18	20	13	18	19
Delhi	2040	1989	1842	1696	1801
Lakshadweep	Nil	Nil	1	Nil	Nil
Pondicherry	166	151	170	192	188
TOTAL:	81966	78911	80888	84674	85998

SHRI P.K. MAHESHWARI: Sir, through you, I would like to draw the attention of the hon. Minister to a very serious situation in the States and Union Territories. More than 85,998 people have lost their lives in the year 2003 and 2004 and figures for the year 2005 are yet to be counted. Sir, there may be, at least, ten times more the number of people who are injured in road accidents. Sir, thousands of crores of rupees are collected by way of Sales Tax, Road Tax, toll roads are being made and we have a very deadly combination because we have now very improved roads and faster vehicles. The State Governments are entrusted with the responsibility of removing people from accidents places and at times they lie on the road. The Union Government must make some efforts to create either trauma centres or subsidise the plying of vehicles specially ambulances. The Union Government has passed on the entire responsibility to other institutions. What I would like to know from the Minister is this. If this kind of money is available, then, why can't this be spent for the welfare of the people because precious lives are lost?

SHRI T.R. BAALU: Sir, the concern of the hon. Member is valid. At the same time, the Government of India is not lukeworm. Sir, if we compare the figures of accidents, which took place in 1970s, the number per 10,000 vehicles was 814.42. As far as figures of 2003 are concerned, the number of accidents per 10,000 is only 60.68 and the fatality involved is down from 103.50 to 12.83. Now, what was the total length of the highways and network of roads in 1951? The total vehicle population was only about three lakh and by 2003 about 670 lakh vehicles are plying on the roads. It means the vehicle population has been more than 220 times. Sir, now, what is the problem and why are accidents taking place? It may be because

of drivers' fault. The drivers' fault in 2002 was 83.5 per cent. As far as the year 2002 is concerned the drivers' fault is 77.91 per cent. It means drivers' fault has reduced. The passengers' fault in 2002 was 4.7 per cent. In the year 2003, it was 1.36 per cent. The mechanical defects were three per cent in the year 2002 and in the year 2003 it was 2.01 per cent and the bad road was 1.1 per cent. In 2003 it has increased to 1.32 per cent. Fog, fallen trees, cattle, road signals, all these things form part of 17.4 per cent in 2003. In 2002, it was about 7.1 per cent. As par as road safety is concerned, it is the most important factor for this Government. Sir, during the recent Infrastructure Committee meeting, the hon. Prime Minister advised to set up a Commissionerate for Road Safety. For this purpose, a Sub-Committee has been formed. One Committee has been formed under the chairmanship of Mr. Sunder, former Secretary of Transport to find out the norms, principles, and in which way we have to go about in setting up the Institution of Commissionerate for Safety. We will be getting the report very shortly.

At the same time, I can only say how the drivers' fault is to be minimised. We should have a refresher course for this purpose. For this purpose we are having a refresher-training course. We have assisted 29 organisations. We have set up eight model training centres. We are giving upto Rs. 3-4 crores for each and every centre. We have set up seven Government institutions and one started by an NGO. For the refresher courses, within the three years of the Tenth Plan, we trained about 97,473 drivers. In 2005, our target is 45,000. Sir, this needs a somewhat comperhensive reply. Kindly allow me.

The Government of India is in charge of 65,569 Kms. for National Highways. This forms part of the two per cent of the total network of the roads. NHAI is in charge of 18,000 Kms. NHAI has provided 67 ambulances, 62 patrol vehicles, and 5 ambulance-cum-patrol vehicles on completed stretches under O & M or BOT contracts. And, at the same time, it is going to have a safety audit on about 2700 kms. of road. As far as Government is concerned, we have provided 266 ambulances to the various States and NGOs, and 191 cranes to immediately intervene, take out and shift the victims to nearby hospitals.

Moreover, the Ministry of Health of our Government has a Capacity Building Scheme. In this Capacity Building Scheme, they have provided 17 hospitals at the cost of 94.27 crores, upto Rs. 1.5 crores per hospital is being provided by the Health Ministry.

At the same time, we are having a scientific approach to see that these accidents are minimised.

SHRI P.K. MAHESHWARI: Sir, the statistics are there, but the Golden Quardrilateral Project in North, South, East and West highways passes through all the States. How much money has been spent on infrastructure; for ambulances and other things by the National Highways Authority is not to be seen at all. In every district, even if one vehicle is provided, it will hardly run for 50-60 kms. every day. That kind of money is available. I would like to know from the hon. Prime Minister whether a National Policy is being evolved for this particular thing. Now more people die on the roads rather than in war these days. What sort of facilities are we offering to our own citizens?

SHRI T.R. BAALU: Sir, a big list is there. I can pass it on to the hon. Member. The Committee of Secretaries has advised us to provide one per cent of the cess money for road safety.

MR. CHAIRMAN: Shri Ravula Chandra Sekar Reddy.

SHRI RAVULA CHANDRA SEKAR REDDY: Thank you. Mr. Chairman Sir.

श्री सभापति: माननीय सदस्य, यह क्वेश्चन इम्पोर्टेंट है और सप्लीमेंट्री प्रश्नों के भी नोटिस बहुत आए हैं। यदि माननीय सदस्य आप में से कोई मूव करें तो इसे हाफ-एन-ऑवर डिस्कसन के लिए भेज दिया जाएगा।

SHRI T.R. BAALU: Sir, I can answer the questions now itself. There is no problem at all. Why should we have a half-an-hour discussion? ...*(interruptions)*... What is the necessity for it? I have given a comprehensive reply. If any hon. Member wants to put a question, I am ready to reply to that now...*(interruptions)*...

SHRI RAVULA CHANDRA SEKAR REDDY: Sir, you are right in saying that. But, it is a question of importance, and there are other questions also which are important. And, since we have entered the last phase of the Session, the hon. Chairman wanted a half-an-hour discussion on the issue.

Sir, I would like to put one question. Going by the statistics and our experiences, most of the accidents take place during early hours of the day, between 01.00 a.m. and 06.00 a.m. What does the Government think about that? Are you going to impose some restriction on the speed or vehicular traffic?

The second part of my question is this. The problem lies with sick vehicles on the National Highways. What is the procedure and mechanism available with the Government?

SHRI T.R. BAALU: Sir, the sick vehicles would be immediately identified and removed by patrol vehicles. Cranes, for that purpose, have been provided to the State Government. As for the first part of the question, the matter pertains to the State Government. It is an enforcement issue.

प्रो॰ राम देव भंडारी: माननीय सभापति जी, इसमें 5 वर्षों के आंकड़े दिए गए हैं जिनकी मृत्यु सड़क दुर्घटनाओं में हुई है। सबसे अन्त में 2003 में 85298 मृतकों के बारे में कहा गया है। महोदय, यह तो सरकारी आंकड़े हैं जिनकी जानकारी सरकार को नहीं है। इसके अलावा भी एक बहुत बड़ी संख्या ऐसे मृतकों की है जिनकी जानकारी सरकार को नहीं है। महोदय, बहुत-सी जानें बचाई जा सकती है। अगर समय पर उनका उपचार हो जाए, उन्हें हॉस्पिटल पहुंचा दिया जाए। महोदय, सरकार ने कहा है कि दुर्घटना पीड़ित व्यक्तियों को निकटतम चिकित्सा केन्द्र तक पहुंचाने की जिम्मेदारी सम्बन्धित राज्य सरकारों व राज्य क्षेत्र प्रशासन की है। मैं सरकार से जानना चाहता हूं कि क्या एक ऐसे चलन्त (मोबाइल) सैंटर या डिस्पैंसरी नहीं बनाई जा सकती है जहां, जैसे ही जानकारी मिले कि कोई दुर्घटना हुई है, फर्स्ट एड देकर के उनको हॉस्पिटल पहुंचाए जाए। अगर इस तरह के चलन्त (मोबाइल) सैंटर बनाए जाएं, डिस्पैंसरी बनाई जाएं तो तत्काल सेवा दे सकें, तो मैं समझता हूं कि बहुत सी जानें बचाई जा सकती हैं।

SHRI T.R. BAALU: Sir, this is a suggestion to be considered.

श्री सभापति: यह जो सारे सप्लीमैंट्रीज के नाम मेरे पास आए हैं मैं आपके पास भेज रहा हूं। आप इन सब को चाय पर बुला लीजिए और इन सबका समाधान कर दीजिए।

DR. T. SUBBARAMI REDDY: Sir, I would request you to allow me to make a point.

MR. CHAIRMAN: Next Question. Question No. 422.

Prime Minister's Russia visit

*422. SHRIMATI VANGA GEETHA: Will the PRIME MINISTER be pleased to state:

(a) whether a ministerial level delegation led by Prime Minister visited Moscow, recently;

(b) if so, the composition of the team thereof;

(c) the expenditure incurred thereon;

(d) whether Government have signed any MoU during the visit; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI RAO INDERJIT SINGH): (a) to (e) A Statement is placed on the Table of the House.